



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club
November 2002

President's Report

The Queensland State Gliding Championships were another great success for the club. The weather was a little uncooperative at first but we then had six good competition days. Thank you to Shane McCaffrey and the organising committee for doing a great job of organising the event. Thank you also to the many members who worked hard during the week to make the contest the success it was. As with other similar events in recent years the large number of members who were involved spread the workload and contributed greatly to the success of the event.

With visiting pilots from Japan, New Zealand, New South Wales, Victoria, South Australia and the ACT the DDSC's good reputation will now be spread far and wide. The objective of having a safe, friendly and fun competition was certainly achieved. We also had some success among the winners and runner-ups when the trophies were handed out.

The next Queensland competition will be the Easter Comps at Dalby. Our members will again be involved in organising this event and hopefully many members will already be planning on being there to compete. Remember that we won all three trophies at this year's competition and it would be a shame to see any of them leave our club.

We can now settle back to normal operations for a while. Although we have already had a week of full time operations with the members of the Caboolture Club visiting and the Award week that David Hughes has

organised is coming up in mid November.

Our first general meeting since the AGM will be on Saturday 9 November. This will be an important opportunity for members to have a say in what we do over the next year. As always there are many things we could do to make our club better. Some of them cost money, others cost nothing, but would make our club a better place to be and would enable members to get more enjoyment out of their flying. Please bring your ideas and priorities along to the general meeting.

Early this year the club took a big step forward when we bought the Ventus GH. I am very pleased to report that we have now made the final payment on this aircraft. This is a remarkable achievement, to have bought and paid for this aircraft in such a short time. This is one of the many rewards for all the flying we have been doing. It gives us the opportunity to increase our club assets and deliver a wider range of flying opportunities to our members and visitors.

While we have made the final payment we continue to rely on members advance payments to keep us in the black at the bank. We have a \$30,000 overdraft facility with the bank, but as we all know, if we use it we will start paying overdraft interest rates. We would like to stay in the black and to this end we will be watching our expenditure more closely for a while as we build up our reserves again.

Ralph Henderson

New Members

Welcome to new members

- Paul Blackmore
- Charlie Gillmore
- Gordon Gillmore
- Peter Wetherspoon
- Michaela Valler
- Greg Valler

Achievements:

- Dominic Edwards – first solo
- Charlie Gillmore – first solo gliders
- Richard Armstrong – Astir Jeans conversion
- Paul Bart – LS7 conversion
- Charlie Downes – LS7 Conversion
- Ray Colley – Initial Cross Country
- Brian Rolfe – Open Cross Country
- David Hughes – Official Observer

Daily Inspection (DI) Training

Shane McCaffrey will conduct two DI training mornings for those who are interested. The days will be Saturday 7th December, and Sunday 15th December. The Club has a supply of GFA DI books available (contact Jenny), or you can get them from GFA.



*¼ share in Nimbus 2C GAW
Price negotiable; Sale due to owner
currently residing in England.*

*Contact Darian Jenik by email on
d.jenik@qut.edu.au*

When Alice met Jacky and Jill

Well, I have had the most interesting week.

Jacky (Club Libelle VH-GJY), one of my country cousins from Caboolture came for a visit along with a friend (IS29D VH-GPO) and a gaggle of pilots. I also met Jill (Dimona, VH-JLL). Jill is a motor glider, about which I have, in the past, had some reservations. Jill is very elegant, but surprisingly strong - during the week she started launching other gliders! Of course, she has nowhere near the performance of a Nimbus, but Jill has convinced me that I can mix socially with motor gliders.

Jacky and I got along famously from the first and she joined me in my hangar. We managed to scrunch the Blanik up in the darkest recesses at the back of the hangar behind the Cirrus and so there was plenty of room for Jacky. Jacky is a diminutive but graceful glider, sporting attractive winglets.

Unfortunately, the weather was not at its best, with strong winds and no clouds, but there were some good flights. I flew with one of my men friends (the charming and very correct Brian Wade) but the weather was not good enough for the hoped for 500km flight. In fact, we outlanded on one flight. Fortunately, Brian was not alone in this at Peter Stephenson also outlanded (in the LS7), trapped in a blue afternoon sky full of sink. Later in the week, I was able to find Brian a thermal at 900', which saved us the embarrassment of a second outlanding.

Poor Jacky has lead a fairly cloistered existence at Caboolture, rarely venturing far from the airfield. She also confided in me that she had

only recently met her pilot (Ken Wishaw) and was a little nervous at the thought of going cross country with him. I reassured her that Alan Latemore would make sure that Ken was well prepared - and indeed that turned out to be the case. In addition to Alan's expert instruction in the sky, Alan and Shane McCaffrey shared their knowledge and expertise in lectures when the wind was simply too strong to fly.

Despite the conditions that were certainly not good enough to allow me to show at my best, Jacky delighted in the opportunity of the wide Jondaryan skies. She truly spread her wings, taking Ken on his first solo cross country and for a flight of over five hours for his Silver height, distance and duration. Phil Benke also managed Silver distance and duration in the Hornet and Pearce Mitchell, after passing his outlanding checks, squeezed past the five hour Silver duration mark, gaining his Silver height on the way in a Puchacz; Pearce then went on to fly his first single seater (Astir Jeans). Later in the week, Mark Jeffries passed his C certificate exam and went on to solo the Puchacz.

Pilots get very excited at such achievements as this allows them to qualify for their badges. Unfortunately, it also encourages them to over indulge in the bar in the evenings. For us gliders though, it is the flight that matters. No badges or beer for us, simply the glow of a task well done and the looks on our pilots faces.

The weather must have been terribly frustrating for the other pilots from Caboolture. Rocky Hudson, Peter Stephenson and Kim Houghton flew whenever there was promise (Kim made it round a 300km flight one very weak day), but sadly the

conditions were not good enough for more long cross country flights.

For Jill's first attempts at towing, she was in the hands of the very experienced Bert Persson. I must say that Jill performed magnificently in this role - easily launching Roy McLaughlin in the IS29. When Jill (with tow rope still attached, no less) then proceeded to out soar the IS29, I must admit to a feeling of nervousness. Am I to see Pawnees and Cessnas flopping around the sky trying to join me in thermals?

What an appalling thought! Despite the weather, the Caboolture pilots certainly made the most of things. Jacky assures me that she will be back next year - and hopes to be able to tell me about cross country flights from there when she does.

*Alice
AKA Robert Hart*

Outlandings – Be Prepared

Any cross-country flight might be terminated with an outlanding. Are you prepared?

This article is intended to cover the preparation for the possibility of an outlanding. Refer to Allan Latemore's article on the website for the technicalities of paddock selection and execution of an outlanding.

It is worthwhile making an outlanding kit containing the following:

- Torch (take the batteries out so that if it is accidentally turned on you won't end up with a useless torch)
- Notepad
- Retractable pencils (pens dry up)
- Compass
- Map of flying area
- Signalling mirror

- Emergency food (non perishable such as muesli bars)
- Money
- Strobe light (which can be plugged into the glider battery)
- Bluetack (to attach the strobe to the glider)
- List of telephone numbers and radio frequencies
- Space blanket
- Lightweight waterproof coat
- Aspirins and Insect repellent
- A paperback book
- Outlanding checklist (see end of article).

This may seem a long list but I can assure you that all the above items take up little space, weigh little, and are very useful. The kit could be kept in a sandwich container or small backpack. A hand held radio is useful if you can afford one. Above all you must have PLENTY OF WATER.

So what is the procedure when landing out? Once you get down to a height that you think it is probable that you will land out give a call on the radio. Don't leave it until you are on finals you may not be heard and your workload will be too high (Aviate, Navigate Communicate). A position on a GPS can be very useful. Give your distance and bearing to your next turn-point. If you manage to get away make a call to say so. If you do commit to landing then a call "UKU landing out" should be enough. Once you are safely on the ground make an effort to contact an another aircraft. If you are lucky enough to make contact pass on your exact details and make your intentions clear. For example you may call for an aerotow (airstrips only) or you will be walking to a nearby farmhouse to find a phone. Attempt to find the owner of the property and ask for permission for whatever you intend to do.

You may now be in a position to wait for your crew. If you are not do not rush into making a decisions as to what to do next. It is not possible to give all the alternatives but you have to consider factors such as landing in the morning 40-degree heat, landing on a winter afternoon with changing weather and inadequate clothing. One of the safest decisions may be to stay with the glider and maybe even wait until the morning. You can always call up the commercial traffic on the international distress frequency 121.5 if your life is in danger.

If you have a GPS get a fix of your location. If the decision is made to leave the glider go through the checklist you have with you. Take a note of your location and as you walk draw out a map. It is highly probable that after a long walk you may forget where you have come from and who you want to ring so write it down. Don't rush off, there may be a farmhouse just over the next hill, I have on a number of occasions found one after getting back to the glider after a previously fruitless long walk. Don't leave your glider without taking water. What looks like a short walk from the air may actually take an hour, are you prepared to walk for that long in 40 degrees? If not it may be better to wait until later in the day. Be careful about setting off without a clear idea of where you are going you may run out of water. Stick to roads and lanes as they usually lead somewhere. If you are in doubt and have no definite town or road to head for be prepared to go back to the glider.

Is your car or your crew car suitably equipped and full of fuel? Leave a note as to any of the cars peculiarities, ie "fuel gauge doesn't work but you can do 300K". You may

also like to leave a note to ring someone to say you are OK. You should have country road maps in the car. Naturally the trailer should be in good working order; it's your glider you are going to put in it. Inform the duty pilot the course you intend to take, it is also advisable to call in each turning point you round and where you are going next. For the retrieve crew: If you are lucky you may have exact details where to go, however don't rush off. If the pilot has given his position and says he is going to a farm house, wait till he rings in, you will only get to the glider and then have to find the pilot, in addition he may not be 100% sure of his location. Once you have made the decision to go be sure you have suitable maps, the country road map should be in the car and if not grab one from someone else. If you can't find the glider immediately study the map to find the most suitable way of viewing the area with the roads available. Be prepared to ring the club if the search is proving useless. If you get to the glider and the pilot is not there do not start to de-rig, unless you are fully familiar with the glider and trailer. If you damage the glider you may to deal with a feral pilot.

This might seem intimidating but outlandings can be fun, often make good stories for the bar and will give you a confidence boost.

Based on an article originally written by James Cooper of the Gliding Club of Western Australia (my mentor). Feel free to contact me if you have any questions (not just related to this article).

Tony Cavanna

Outlanding Checklist

GLIDER TIED DOWN
 CONTROLS LOCKED
 CAMERA OFF / REMOVED / HIDDEN
 BAROGRAPH / REMOVED / HIDDEN
 BATTERY OFF
 RADIO OFF / REMOVED / HIDDEN
 OXYGEN OFF
 GPS REMOVED
 GPS FIX AND LOCATION NOTED
 STROBE ON
 CANOPY COVER ON
 CARRYING MONEY, PENCIL,
 NOTEPAD, WATER, COMPASS,
 MIRROR, TORCH, HAT,
 SUNGLASSES, INSECT REPELLANT

From the Instructors Panel

Be aware that a downwind call can lead to a false sense of security. Do not assume that your call was heard by anyone else in the circuit area. If you in turn do not hear any calls that does not mean that there is no one there. A good lookout must be maintained at all times.

A couple of reminders regarding the Blanik:

- When attaching the towrope to the release ensure that the big ring is used. Show the ring to the pilot before attaching it so that he/she can confirm that it is the correct one.
- The tail dolly can be used when moving the Blanik. Ensure that the elevator is full restrained in the up position and that the rudder is also secure. The harness can be used for this.

RQAC/DDSC VISIT Saturday 26TH OCT, 2002

They arrived in their Partenavia VH-IXC and landed on runway 30 – 5 members tried and true, of the Royal Qld Aero Club.

They were intent on a weekend of gliding, but the "400 knot" wind (NW)

with the smoke, dust and cloud overcast mitigated in favour of just a weekend of "aviation away from Archerfield. Rob Wilson, Stew Wilson (no relation), Kim Rix, Wayne Leslie and Bob Large, instead of being entertained by the handful of DDSC members present turned the tables on us and kept us occupied listening to tall tales and true of their fly away exploits on other weekends.

While we few tried to show them the traditional DDSC hospitality it was the five RQAC members who showed us the sort of fraternal welcome we can expect when we visit their home at Archerfield.

On a weekend of our worst bush fires for perhaps half a century, etc., the strong NW winds of the Saturday gave way to equally strong easterlies on Sunday when the RQAC flying five decided to head home, as they were loading the Partenavia the DDSC frequency came alive with the inbound call of fellow RQAC member, Jack Tarry in C.172 CNU. He arrived intent on a 'gliding experience' but we soon gave him the not so good news. Both aircraft took off for Archerfield after what Stew Wilson and his Partenavia crew voted an enjoyable time. They'll be welcomed back to get up and off the end of the rope at any time.

Like the Caboolture boys a week earlier, they left the place spic'n'span despite the worst attack in living memory of nighttime insects.

Come back and see us sometime soon.

FOOTNOTE: They took back an extra passenger... a somewhat bloodied young galah that seemed to have hit a fence wire in the windy conditions. Hopefully it was helped back to health at the RSPCA.z

Knoxie

Queensland State Championship results

Standard Class

1st Andrew Georgeson DDSC
2nd Paul Mathews NSW

15 metre Class

1st Hank Kauffmann KSC
2nd Peter Trotter NSW

18 metre Class

1st Tony Tabart VIC
2nd Robert Bradley DDSC

Open Class

1st John Buchanan KSC
2nd Shane McCaffrey DDSC

Club Class

1st Ivan Tiese KSC
2nd Mike Maddocks BGC

The trophy for the highest place pilot in their first or second comps went to **Hugh Hofmeister**.

Ralph

What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; if an air traffic controller screws up, the pilot dies.

<p>Airspeed, altitude or brains: two are always needed to successfully complete the flight.</p>
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2002 Christmas Party

This year's Christmas Party will be on the 14th December at the Clubhouse.

Further details to follow.



Duty Pilots

We thank all the duty pilots whom, without them, the day would only just blunder along. The rostering of duty pilots makes a huge contribution to the success of the day, and with increased flight line efficiency, helps the club's financial position.

Please check the roster (attached) for your day. If you can't make your rostered day, please let the other rostered duty pilot know and please try to arrange a swap.



Events Calendar

at 29 October 2002



2002		
9 Nov	General meeting	McCaffrey Field
18-22 Nov	Mid week flying – cross country, awards, others	McCaffrey Field – contact David Hughes.
23 Nov	Cross-Country Day	McCaffrey Field
7 Dec	<ul style="list-style-type: none"> ▪ DI Training morning ▪ Committee meeting 	McCaffrey Field
14 Dec	Xmas Party	McCaffrey Field
15 Dec	DI Training morning	McCaffrey Field

2003		
11 Jan	General meeting	McCaffrey Field
15 Feb	Committee meeting	McCaffrey Field
15 Mar	General meeting	McCaffrey Field
12 Apr	Committee meeting	McCaffrey Field
18 – 26 Apr	Qld Easter Comps	Dalby
10 May	General meeting	McCaffrey Field
14 Jun	Committee meeting	McCaffrey Field
12 Jul	General meeting	McCaffrey Field
9 Aug	Committee meeting	McCaffrey Field
13 Sep	AGM	McCaffrey Field
20 Oct – 9 Nov	RAFGSA III	McCaffrey Field

Darling Downs Soaring Club

Instructor, Tug Pilot, & Duty Pilot Roster November – December 2002

November	Instructors	Tug Pilots	Duty Pilots
Sat 2	P Bell B Daniel	P Kurstjens L McQueen	K Allen H Hofmeister
Sun 3	G Brown T Lake	B Ward J Geddes	L Matuszczak R Flaherty
Sat 9 (Scout day)	R Henderson M Knight	M Robertson T Barker	D Burrell D Dudley
Sun 10	Jenny Thompson B Kruyssen	B Keen D Baartz	R Percy Jol Parslow
Sat 16	A Garrone D Hughes C Jordan	D Gerschwitz B Ward	J Davis R Sundell
Sun 17	K Senz A Wetherspoon	D Cramer N Kranenburg	S Tromp J Somerville
Sat 23 (Cross-country day)	Jeremy Thompson B Keen	A Garrone M Hurst	D McEvoy R Green
Sun 24	T Cavanna M Codling	Jenny Thompson B Keen	F Ning L Day
Sat 30	S McCaffrey B Hofmeister	J Knox R Muir	A Midwood C Hall

December	Instructors	Tug Pilots	Duty Pilots
Sun 1	K Senz D Hughes	D McCaffrey M Robertson	P Bart R Armstrong
Sat 7	A Garrone R Henderson	M Hurst T Barker	B Rolfe L Day
Sun 8	G Brown A Wetherspoon	B Ward Jenny Thompson	P Bart R Armstrong
Sat 14 (Christmas Party)	M Codling T Lake	L McQueen J Knox	J Somerville Jeremy Parslow
Sun 15	Jenny Thompson B Kruyssen	D Cramer D Baartz	B Daniel P Downey
Sat 21	P Bell B Daniel	D Gerschwitz M Robertson	J Grosser A Flaherty
Sun 22	Jeremy Thompson C Jordan	B Keen J Geddes	D Ferguson D Gliddon
Sat 28	S McCaffrey B Hofmeister	A Garrone R Muir	J Robinson K Houghton
Sun 29	T Cavanna B Keen	N Kranenburg D McCaffrey	D Edwards N Muspratt

CONTACT DETAILS

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Queensland's Premier Soaring Club